## PRICES OF HOGS DECLINE | Fair to medium sheep....

RECEIPTS SMALLER YESTERDAY, BUT PRICES SHOWED A LOSS.

In General Way the Cattle Market Advanced 10 Cents-Active Demand for Good Steers-Sheep.

### Receipts and Shipments.

HOGS-Receipts	9,500
ShipmentsNot estin	nated
CATTLE—Receipts	200
CHI Plans of the Control of the Cont	300
SHEEP-Receipts	300

UNION STOCKYARDS, INDIANAPOhogs to-day were smaller than yesterday. they were comparatively liberal and show a good gain over a week ago and a year ago. The market opened with all the pens filled and although buyers were in the field, they were bidding a little lower prices and no doubt believed they should be favored with some concessions on account of the ample receipts. Salesmen, however, were asking steady prices and were not inclined to make general concessions. Rather early in the day there was good competition between packers and shippers, and almost from the start the offerings were changing hands promptly. When the morning receipts had been transferred it was the general opinion that prices were weak to 5c lower than yesterday. A number of salesmen quoted the market steady compared with initial sales of yesterday, but no doubt the average was a trifle lower than yesterday after the start. It was evident from the beginning of supplied with orders as yesterday, but they shade lower and average prices of hogs the market that shippers were not as well intimated all along that they would be more liberal buyers at a shade lower prices. This seemed to rather encourage local packers and they were more liberal buyers than yesterday. On the late market the competition was not quite as strong as at the start, but there was an outlet for all usual clearance was finally made and sales- 2.70; bulls, \$2.50@4.50; calves, \$2.50@5.50. ply sold at \$4.60 to \$4.70. Quotations:

Choice heavy, \$4.70@4.77½; rough heavy, \$4.50@

Choice heavy, \$4.70@4.80

Choice heavy, \$4.50@

Choice heavy, \$4.70@4.80

Choice heavy, \$4.70@4.80

Choice heavy, \$4.50@

Choice heavy, \$4.70@4.80

Choice heavy, \$4.70@4.80 Mixed and heavy packing

Roug	hs an		gs				1507.
-79		-R	epresent	ative S	ales		
No.	Av.	Dk.	Pr.	No.	Av.	Dk.	Pr.
18			\$4.50	1 67	226	200	\$4.70
38			4.80	17	237	120	4.70
	282	Code Acc.	4.30	83	172		4.67%
67		40	4.77%		192	160	4.673
18		40	4,77%		193	40	4.67%
79		40	4.75		158	4.9	4.65
78		40	4.75		167	80	4.65
45		80	4.75		175		4.65
19		40	4.75		176	160	4.65
55		40	4.75		180	200	4.65
83	-	120	4.70		134		4.60
69			4.70		135	10	4.60
ś8		200	4.70		140		4.60
77		40	4.70		147		4.60
77	100	160	4.70		158	40	4.60
45		80	4.70		161	-	4.60
61		120	4.70		141	80	4.574
33		120	4.70		120	80	4.55
91		790	4.70		135	40	4,50
		720			Section Section 1		
Ca	ttle-	Ther	e was	quite	a fal	ling	on II
4ha	man and the	maken and		An Ann		TO STATE OF	d write

Good to choice light weights.

Common to fair light weights ..

the receipts of cattle to-day compared with yesterday, and the supply no doubt was considerably smaller than might have been expected, considering the developments in the market this week. Although the recelpts were smaller, nearly all kinds were represented, and the quality generally was about equal to the average heretofore this But there were no export steers that salesmen would expect to command an outside price. The attendance of buyers was good, nearly all dealers being represented, and with strong competition for the steers that were fat, of good quality and dry fed, the market was active and generally about 10c higher than yesterday. There has been rather a phenomenal advance in this department of the market recently, and it was common to hear of sales to-day 75c higher than the low time. The active competition between buyers resulted in an early clearance of the supply, and the market still appears to be in an unusually healthy condition. In the female butcher cattle department there was no general advance in prices, and perhaps no advance at all, but there seemed to be an easier outlet for the offerings and most dealers re-ported a steadler tendency. The bull market was steady again to-day and calves sold usually at higher prices. The demand for \$4.40@4.70; butchers and best heavy, \$4.60@ feeding cattle is again of little importance and there was hardly enough business

true condition of affairs. Quotations:	5
-Steers	ш
Good to choice steers, 1,350 lbs and up- wards	S
Plain fat steers, 1,350 lbs and upwards, 5.00@ 5.40 Good to choice 1 200 to 1,300 lb steers 5.10@ 5.50	d
Plain fat 1,200 to 1,300 lb steers 4.85@ 5.25 Good to choice 300 to 1,150 lb steers 4.75@ 5.25	8
Plain fat 900 to 1,150 lb steers	1
Medium feeding steers, 800 to 900 lbs 3.65@ 3.90 Common to good stockers 3.25@ 4.25	d
-Heifers	1
Good to choice heifers	3
-Cows	C
Good to choice cows\$3.90@ 4.40	Mi
Fair to medium cows	t
Canners and cutters	\$
Common to medium cows and calves20,00@30.00	8
-Bulls and Calves	183
Prime to fancy export bulls	t 1
Common to fair bulls	1
Fair to good heavy calves 2.50@ 4.25	0
-Representative Sales-Steers	8
No. Av. Pr. No. Av. Pr.	I
No. Av. Pr. No. Av. Pr. 18	I
18	1

		-Hei	era		- 8	1.3
No.	Av.	Pr.	No.	Av.	Pr.	
	780	\$5.00	1	600	\$4.50	U. 3
2	800	4.75		634	4.35	\$3
4	685	4.75	1	780	4.25	\$0
	1130	4.75		940	4.25	
1	780	4.70	1	680	4.25	
9	871	4.65	2	510	4.00	at
20	654	4.65	3	716	4.00	
	725	4.65	1	660	4.00	100
********	1047	4.60	2	465	4.00	
	****** 806	4.60	1	710	4.00	
	840	4.50	1	750	3.75	10.79
	786	4.50		785	3.50	A
1	940	4.50	1	510	3.50	A
		-Co	ws			
No.	Av.	Pr.	No.	Av.	Pr.	
1		\$4.50	3 Cutter	81066	\$3.50	
1	1270	4.40		rs 982	3.50	100
1		4.40	3 Cutter	'S S20	3.50	W
	1168	4.40		8 952	3.50	a
		4.40		r	3.50	1000
· ·····		4.25		S 985	3.50	s
1	1270	4.25		S 916	3.40	di
	1480	4.25		rs1070	3.40	-
		4.25		8 390	3.35	
	1125	4.20		r 760	3.25	
		4.00		r 890	3.25	1 .
	1100	4.00		rs \$10	3.25	1
	1081	4.00		1010	3.25	1
	900	4.00	1 Cutte	930	3.25	1
	1190	4.00		18 682	3.25	
	1030			er 790	2.50	
	999			er 910	2.50	1
	810			BF 870	2.50	1
2				M 600	2.25	1
	W 775			er \$20		1
2 Cutter	S 890	3.50	1 Canne	or 580	1.50	
St. 100		-Bu	ills.—		4	1
No.	Av.		No.	Av.	Pr.	1
1		\$3.65	1 1		\$3.00	
-	1070	9 50	-			1

140 5.00 Sheep and Lambs-There was another fair supply of sheep and lambs to-day, and, in fact, apparently about enough to meet the requirements at this time. The competition from outside sources was hardly as strong as yesterday, and, therefore, salesmen had more difficulty in finding an outlet for the consignments. In point of prices there was not a great deal of change in the market, but aside from selected grades there was possibly just a slight decline from yester-After a trading basis had been established both shippers and local butchers were buying and the usual satisfactory clearance was made. There were a few spring lambs here to-day good enough to bring \$6.25, but \$6 was virtually the top, and ordinary kinds sold as low as \$5. Yearling sheep sold as high as \$5.65, but \$5 bought a medium kind, and common are quotable as

-Calves .-

120 5.50

..1050 3.00

210 5.00

34 and culls are quotable as low as \$2.50. -Quotations for Clipped Stock .on to medium yearlings...... 4.50@5.00

ow as \$4.50. The best sheep sold around

# tockers and feeding sheep ..... -Representative Sales .-

#### LIVE STOCK NOTES.

2 Yearlings

4 Yearlings

4 Sheep

Combined receipts of hogs for four days show a gain of 10,000 over the same time last week and 1,500 over the corresponding time a year ago. The receipts yesterday were 2,500 larger than a week ago and show an increase of 1,000 over a year ago.

For the week thus far the receipts compared with the same time last week and LIS, June 2.-Hogs-While the receipts of | 500 compared with the corresponding time a year ago. The receipts yesterday were less than half as large as a week ago and about 200 smaller than a year ago.

The marketing of cattle is of just fair volume, the total for four days indicating a decrease of 500 compared with the same | closer relation. Mr. Van Alien has been in time last week, but an increase of 200 over the corresponding time a year ago. The receipts yesterday were 300 smaller than a week ago and not much different from a and entered into a policy of general bet-

The marketing of stock for four days crease of 500 cattle and 300 sheep compared crease of 1,500 hogs, 200 cattle and a decrease of 500 sheep compared with the corresponding time a year ago. The steer market was active at higher prices again yesterday, female cattle were steady to firm, sheep and lambs were steady to a

#### ELSEWHERE.

CHICAGO, June 2.-Cattle-Receipts, 7,000. Market steady to strong. Good to prim the late arrivals and closing prices, in a steers, \$5.55@6.20; poor to medium, \$4.50@ general way, were probably not to exceed 5.50; stockers and feeders, \$3.25@4.75; cows, 5c lower than yesterday's best average. The \$1.55@4.60; heifers, \$2.50@5; canners, \$1.75@ men and owners were generally satisfied | Hogs-Receipts, to-day, 32,000; to-morrow, with the results of the day. Sales ranged 20,000. Market closed firm and 5c lower. from \$4.50 to \$4.80 and the bulk of the sup- Mixed and butchers, \$4.60@4.77%; good to a new railroad is not considered much of distance of 195 miles and 200; miles addi-

> Sheep-Receipts, 10,000. Market steady; 4.50@4.55 lambs steady. Good to choice wethers, \$50 Mr. Ramsey said that he hoped that Mr. 2.75@4.35 5.60; fair to choice mixed, \$3.75@5; Western sheep, \$4.25@5.50; native lambs, \$4.50@ 6.30; Western lambs, \$5.50@6.65.

KANSAS CITY. June 2.-Cattle-Receipts, 5,500, including 1,500 Southerns. Market steady to strong. Export and dressed beef steers, \$5.25@6; fair to good, \$4.50@5.20; Western fed steers, \$4.75@5.50; stockers and feeders, \$3.25@4.65; Southern steers, \$3.50@5; Southern cows, \$2.50@4; native cows, \$2.50@ | ent and other division officers of the new | W. J. Ayler. The order was forwarded to 4.50; native heifers, \$4.25@5.50; bulls, \$2.75@ | line will be located. There is much curi-4.25; calves, \$2.75@4.75.

Hogs-Receipts, 8,700. Market 21/2c lower; top, \$4.65; bulk, \$4.45@4.55; heavy, \$4.50@4.65; packers, \$4.55@4.65; pigs and lights, \$4@4.45. ket steady. Native lambs, \$5.25@7; Western bash, lambs, \$5.25@7; fed ewes, \$4.50@5.35; Texas clipped yearlings, \$4@5.75; Texas clipped sheep, \$4.30@4.80; stockers and feeders, \$3.50

NEW YORK, June 2.-Beeves-Receipts, none. Dressed beef steady at 7@81/2c per lb. No exports to-day. Calves-Receipts, 288. Market lower; common to prime yeals sold at \$4@5.85 per 100 lbs. choice at \$6. City dressed veals steady | the plaintiffs. The suits originated in large at 61/2@91/2c per lb.

Hogs-Receipts, 1,380. None for the market: feeling steady. Sheep and Lambs-Receipts, 8,657. Market active; sheep firm; yearlings 15@20c higher; lambs 10@15c higher. Common to choice sheep sold at \$5@5.50 per 100 !bs; yearlings, \$5@7; common to prime lambs, \$6@8.25; choice and extra lambs, \$8.35@8.50. Dressed mutton firm at 8@10c per lb. Dressed yearlings firm at 11@131/2c; dressed lambs active at 12@15c, choice carcasses up to 151/c.

ST. LOUIS, June 2.-Cattle-Receipts, 4,-600, including 3,000 Texans. Market steady to strong. Native shipping and export steers, \$5@5.90; dressed beef and butchers' steers, \$4.25@5.50; steers under 1,000 lbs, \$4@ 5.25; stockers and feeders, \$3.10@4.40; cows and heifers, \$2.25@5; canners, \$1.75@2.65; bulls, \$2.65@3.50; calves, \$4@6; Texas and Indian steers, \$3.1005; cows and heifers, Hogs-Receipts, 7,000. Market steady to 5c

Sheep-Receipts, 2,500, Market barely transacted in this line to-day to develop the steady to 5c lower. Native muttons, \$4.25% .50; lambs, \$5@7; culls and bucks, \$2.50@ .50: stockérs, \$2@3.

lower. Pigs and lights, \$4.10@4.60; packers,

PITTSBURG, June 2.-The Ohio Live tock Commission Company reports re- mines, against 1,240 in May, 1903. eipts of cattle 200. Market steady at Monay's quotations. Receipts of hogs, 3,000; heavy, medium ind best heavy Yorkers selling at \$4.95@5; ight Yorkers, \$4.90@4.95; pigs, \$4.75@4.85. Receipts of sheep and lambs, 1,000; sheep elling from \$5.25 down; lambs from \$6 lown. Veal calves sold from \$5.35 down. OMAHA, June 2.-Cattle-Receipts, 1,700 Market active and 10c higher. Beef steers, 4.35@5.55; cows and heifers, \$3.50@5; can-

ners, \$2@3.25; stockers and feeders, \$3@4.50; Hogs-Receipts, 10,000. Market fairly active and 5c lower. Heavy, \$4.55@4.80; light, Sheep-Receipts, none. Market demand

good. Sheep, \$3@5.50; lambs, \$6.25@7. LOUISVILLE, June 2.-Hogs-Receipts o-day were 3,569, and for the four days The market opened slow and 15c lower on all grades, placing us in line with other points. Best hogs, 165 lbs and up, selling at \$4.70; light shippers, \$4.45; heavy \$4@4.20; light pigs, \$2.50@3; roughs, market closed about steady.

BUFFALO, June 2.-Sadler, Huddleston 1130 5.15 2 Feeders..... 910 4.25 BUFFALO, June 2.—Sadier, Huddleston 1209 5.10 6 Feeders..... 836 4.25 & Co. report receipts of hogs 3,000; mediums 950 5.00 4 Stockers..... 480 3.25 and heavy selling at \$5@5.05; Yorkers, \$5; 1124 5.00 2 Stockers..... 585 3.25 pigs, \$4.90.

Sheep and lamb market strong. Cattle market steady. CINCINNATI, June 2.-Hogs quiet Cattle quiet and lower at \$2.25@5.15.

Sheep steady at \$2.85@4.40; lambs steady

## FOLDING BASIN.

Flexible Affair That Will Be Appreciated by the Cleanly.

It is not an easy matter to provide a ash basin for every person in a house, nd it is often desirable that each person uld have a separate basin. In this lemma it seems that the matter of cost



THE FLEXIBLE BASIN.

figures considerably, for it would be a pretty expensive matter to install basins The solution to the problem is found in a portable, flexible basin lately invented which is illustrated above. It consists of a rubber bowl supported by a metal into it, A person may use his individual lines West, with headquarters at Wellsessential to the management of a well-regbasin, then rinse it out, fold it up and put ville, O., on June 1 succeeded F. E. Fox ulated road. He favored the plan of George
it away until he needs it again. This is an as general foreman of the machine shops R. Brown, formerly general superintendent ..... 2.75@4.25 toward promoting cleanly

THE NEW YORK CENTRAL PAKES ANOTHER ECONOMICAL STEP.

Suits for Damages on Account of Forest Fires in the East Withdrawn-Wabash's Pittsburg Line.

L. H. Van Allen, superintendent of the Vanderbilt lines and terminals, announces that the freight agencies of the New York Central and the Lake Shore at East Buffalo have been consolidated and placed in charge of H. A. McBeth, who has been the New York Central's agent at that point. The change is another step in the further consolidation of the Vanderbilt interests at terminals. When Mr. Van Allen took his office it was understood to be with the purpose of bringing the Vanderbilt lines at Buffalo and the Niagara frontier in office but a few weeks, but in that short time he has taken the situation in hand terment of terminal facilities, and 'the change is an example of his policy. He has spent much time in keeping in actual touch with the situation at all terminals, and the result is that traffic is now moving more than satisfactorily. The next abnormal period of traffic will find the New York Central in excellent shape to cope with it.

The Wabash-Pittsburg Terminal. Joseph Ramsey, president of the Wabash, cide on the opening ceremonies of the H. Short. road. "Just what shape the ceremonies incident to the opening of the road will take has not yet been decided," said Mr. ager of the California Northwestern, with Ramsey on Wednesday. "The opening of headquarters at San Francisco. This road for the opening of the line into Pittsburg.' before the opening day. He had hoped to have him in Pittsburg last week, but he could not come. The offices of the Pittsburg Terminal Railroad Company are located in the third floor of the Wabash station, where the offices of the superintendosity among railroad men in that vicinity regarding the personnel of the division corps of the new line. Hundreds of new officers and employes of local lines have Sheep and Lambs-Receipts, 3.500. Mar- filed application for service with the Wa-

#### Echo of Big Forest Fires.

Important forest fire suits against the Buffalo, Rochester & Pittsburg Railroad Company and the Eric Railroad Company for damages, which were to have been begun yesterday, have been discontinued by forest fires in May, 1900, burning the whole village of Newton and destroying all timber and inflammable material in its wake through several townships. Seven suits were entered against the Erie and two against the other company. Upon applicafor the outcome, which possibly would kind and might have resulted in special legislation on damages in similar cases. The defendants fought the cases with a railroad companies are not liable for dam-

Personal, Local and General Notes. Inquirer: The total mileage of railways in Illinois Jan. 11, 1904, was 11,299 miles; in Texas, 10,761 miles. The Vandalia brought into Indianapolis in

May 844 carloads of coal from Clay county William R. McKeen, ex-president of the Vandalia, and Benjamin McKeen, general

George McDougal, who holds a position in the Monon freight office at this point, will retire on Saturday to accept a position in the offices of the Merchants' Dispatch. Travel between New York and St. Louis has so increased of late that passenger officials are arranging to put an additional Pullman sleepers on the through trains. freight agent of the Big Four, has been ap-

E. P. Ripley, president of the Santa Fe has made a statement that hereafter unions will not be recognized in the shops on that system, and declaring the present strike a

There were transferred over the Belt road in May 91,803 cars; Belt road engines han-3.50@4.20. The pens were cleared and the dled at the Union Stockyards 5,571 cars of live stock and for private switches located Hooley, Herbert Heinsheimer, Harry L. on the line 7.925 loaded cars. Hooley, Herbert Heinsheimer, Harry L. Falk, C. K. Johnson, S. W. Maxwell, Richon the line 7,925 loaded cars.

The Chicago & Northwestern has combined the operating departments of its Nebraska and Wyoming divisions into one division, 860 miles in length, and has appointed C. H. Reynolds general superin-

tendent. J. J. Turner, third vice president of the Pennsylvania, and Charles Watts, general superintendent of the passenger department of the Pennsylvania lines west, spent yesterday in the city, going on to St. Louis at night.

Lake Shore road and the Lake Erie & the afternoon, in company with Superintendent Boomer, of the Lake Erie & Western, left for Peoria.

Instead of any retrenchment on the Big Four lines, as on other railways, the company has notified the four hundred men in the repair shops at Bellefontaine, O., that eight hours per day.

Edwin R. Perkins was yesterday elected president of the Cleveland & Mahoning Valley Railway at a meeting of the board of directors to succeed the late Stevenson Burke. H. C. Raney was chosen a member of the board of directors to fill the vacancy caused by Mr. Burke's death. J. Polite, engineer of the Lake Shore's Twentieth Century Limited, who has been

confined to the hospital for several weeks on account of injuries received in an accident, has so far recovered that he has been removed to his home in Toledo, and his early recovery is looked for. Thomas Peck, formerly with the Big Four at this point, and later with the Hocking Valley, is now assistant general passenger agent with the Salt lake route, fell down stairs at his offices in Los An-

He will be confined to his bed for several L. M. Hamilton, general manager of the 1 succeeded by C. L. Bretz, who formerly held a similar position on the West Virginia Central. By the death of a relative Mr. Hamilton, who retires, has come into a fortune, and will devote himself to per-

sonal interests. The Chicago, Rock Island & Pacific management has decided to abolish the Armarillo division of the Choctaw. The portion in Oklahoma between Texola and Sayre, a distance of 190 miles, will be added to the Panhandle division, and that portion in Texas between Texola and Armarillo to the Fort Worth division.

The Pennsylvania now has three fast trains each way over the Pittsburg, Fort Wayne & Chicago. These trains make the run from Chicago to Fort Wayne, covering 135 miles, stops deducted, in three hours and twenty-six minutes. The time from Chicago to Pittsburg, 468 miles, is twelve hours and fifteen minutes.

Company, Mr. Fox leaving on Sunday for of railway employes without suspension.



He is thinking of his departed comrade, "Where is he?" Answer to Yesterday's Puzzle.

1-Upper left corner down in foliage. 2-Upper right corner, down near man's

his new position at Moline, on the Rock line into Pittsburg, have been in that city for a couple of days considering important

The directors of the Dayton & Michigan Railroad, which is operated by the Cincinnati, Hamilton & Dayton Railroad, yesmatters, one of which is the appointment of terday re-elected the following officers: President, Thomas Emery; vice president, the superintendent and his staff and to de- J. J. Emery; secretary and treasurer, F

James L. Frazier, until recently general superintendent of the Toledo, St. Louis & Western, has been appointed general man-

probable there will be no set programme The Big Four will expend considerable money in the reconstruction of the tracks between Benton Harbor and Indianapolis. Gould would be present on the occasion, be pushed as rapidly as possible. New although he has planned to sail for Europe | steel for replacing the light fails on the north end has begun to arrive and will at once be put in service as fast as laid.

The receivership of the Tennessee Central road was formally ended at Rogersville yesterday when Judge H. M. Kyle Kingston, where the original proceedings were instituted. The claims of the receiver, aggregating \$300,000, have been paid in full. Vice President J. T. Harahan, of the Illinois Central Railroad, announces the following changes and promotions: F. Harwood, assistant general freight agent at Evansville, Ind., promoted to coal traffic manager, with headquarters at Chicago; William Smith, jr., commercial agent at Nashville, Tenn., promoted to assistant general freight agent, to succeed Harwood. Mr. Smith's successor has not been named.

N. W. Callander yesterday completed the eighteenth anniversary of his tenure of office as general secretary of the railroad department of the Y. M. C. A. of Pittsburg. He went to Pittsburg June 1, 1886, to become general secretary of the then infant association. Mr. Callander started in railroad service as a water boy, then became track hand, brakeman, fireman, and

about five years later an engineer. A delegation of twenty-five Western agents of the Wabash & Lebigh Dispatch tion of the Erie Company five of the cases | Freight line, has been in Philadelphia inwere moved to the United States Court, specting freight terminals. The party was where they still rest. Railroad attorneys in charge of F. E. Singer, superintendent generally have been watching these cases of the lines at Chicago, and was entertained by freight representatives of the Philadelhave meant a precedent in cases of the phia & Reading and Lehigh Valley roads over which lines, together with the Wabash, the Dispatch Line operates, Vice President V. D. Caldwell, of the determination to establish the view that | Lackawanna, states that the delay to traf-

fic by the fire in the Hoboken terminals ages where fires extend over such vast | was but temporary, and that arrangements territories and so remote from the right of have already been made whereby all business to and from connecting railroads will be handled as usual. President Truesdale says the burned piers will be rebuilt as rapidly as possible. Meantime the Erie yards will be used for Lackawanna freight. The Chicago & Eastern Illinois directors have declared a dividend of 11/2 per cent on the preferred stock and a regular semiannual dividend of 5 per cent.; on the common stock certificates. The Chicago & Northwestern has declared a segular semiannual dividend on the common stock, and manager of the Vandalia, were in the city | the quarterly dividend of 2 per cent. on the preferred, all payable July 1 to stockholders of record at the close of business on

June 11. President Shonts, of the Clover Leaf, announces the appointment of W. D. Tucker as general auditor of the road. Walter L. Ross, the newly appointed general passen-ger agent of the Clover Leaf, has been over the line this week, but, not having been relieved from his duties with the Illi-H. L. Hyde, formerly assistant general | nois, Indiana & Iowa, has returned to Streator, Ill. He will take up the duties of his new position within the next two and Lackawanna fast freight line at Chi- weeks. His title will be general passenger agent and assistant general freight agent. At the annual meeting of the board of directors of the Des Moines & Fort Dodge Railway it was definitely announced that it would pass out of the control of the Rock Island on Jan. 1 and be merged with some other system, the name of which was not given, but is presumed to be the Minneapolis & St. Louis. W. L. Stowe, Edwin S. | Co., No. 215 Law Bldg. ard C. Lorch, Walter I. Crandall and A. C. Doan, all New York men, were selected

directors. In 1881 a young graduate of the scientific department of Yale University donned a pair of overalls and began work in the Erie Railroad shops as a machinist's apprentice. Twenty-three years later he resigned as superintendent of machinery of the Southern Railway to become general manager of the New York, New Haven & Hartford. And Samuel Higgins, after filling H. S. Storrs, general superintendent of the roads, is at the head of this line of about two thousand miles, which bespeaks vol-Western, was in the city yesterday, and in umes for his ability as an official, especially in the mechanical branches.

Passengers who take the express train from the Pennsylvania terminal at Camden for Atlantic City ride bellind an engine of a new type that came from France. The officials of the Pennsylvania are much interested in the new engine, it being the they will hereafter work nine instead of fastest runner that is made in France. It is a compound type, has two sets of cylinders and two throttles, the ensine driver being required to stand up during his entire run. The improved engine imported from England did not meet requirements. Neither has the French locomotive reached the expectations of the Pennsylvania people, but upon its performance in actual railway service will depend the introduction of these locomotives, both in freight and pas-

senger service. The Railway Mechanical World publishe n its June issue a photogravitre of William Garstang, superintendent of motive power of the Big Four, and gives an interesting history of his life. When only eleven years old he was a water boy on the Grand Trunk years old, he entered railroad shops as apprentice, where he spent five years. After filling various positions, in 1880 he went to geles on Monday and fractured three ribs. | the Cleveland & Pittsburg, new part of the Pennsylvania, as general foreman, and in 884 to the old Bee-line, now part of the Big Four, as master mechanic; in 1888 he Cumberland & Pennsylvania, was on June | resigned to become superintendent of motive power of the Chesapeako & Ohio, and in 1893 returned to the Big Four as superintendent of motive power, with headquarters at Indianapolis. Mr. Garstang is exceedingly popular among his own men and fellow-officials and is highly esteemed by the railway brotherhoods connected with NOTICE-

the mechanical department. J. W. Riley, formerly superintendent of the Peoria & Eastern, now division superin tendent of the Pittsburg & Lake Erie, tells of a very interesting paper read before the Railway Club, of that road, by General Superintendent J. D. Yohe. Mr. Yohe took as the subject of his address "Discipline." and what methods a road should adopt for bringing the employes up to the standards of excellence now attained in the develop ment of roadbeds and equipment. How deal with employes, the men who are t make or mar our success, who, in the natural course of events, will be the successor and manage the great railways of the coun Charles W. Hall, who has been foreman try, is treated extensively, and the drift Co., So. 215 Law Bldg. of locomotive affairs on the Pittsburg and of his address was to the effect that the sists of a rubber bowl supported by a metal rim which fits over the ordinary basin and into it. A person may use his individual basin, then rinse it out, fold it up and put it away until he needs it again. This is an excellent scheme and should do much scheme and sc

ALLEGED PLOTTER DECLARED INSANE

Supposed Anarchist, Chicago Police Say, Is Merely Half Crazed Junk Dealer.

CHICAGO, June 2.-Abel Gabiniska, under arrest as an anarchistic plotter with designs against the lives of Mayor Harrison, Honore Palmer and other notables, was today declared by Police Inspector Shippy to be merely a half-crazed junk dealer from The work will begin on Monday and will St. Louis. The prisoner, unkempt, undersized and apparently half-witted, was given a searching examination by the inspector. At a result the inspector said the man would be sent to the Detention Hospital for mental examination. "He's no Anarchist," said the inspector.

"He's probably a degenerate. I am satissigned the order dismissing the receiver, fied that he was not sent by any society or order to kill the mayor or any one else. The fellow acts like an idiot.' According to Police Inspector Shippy the prisoner was born in Bielostow, Poland. and came to this country four years ago. Some scrawling, impossible to decipher, was found on the back of a letter which is written in Yiddish. The letter is from the man's mother. The police to-day said the scrawling bears no resemblance to Mayor Harrison's name.

#### Engineers in Session.

CHICAGO, June 2.-At to-day's session of the convention of English and American engineers James Hollis Wells, of New York, read a paper on "The Power Plant of the Tall Office Building." Vincent L. Raven, chief assistant mechanical engineer of the Northwestern Railway, told of the construction of the Middlesborough dock electric and hydraulic power plants.

FOR SALE-REAL ESTATE.

## REAL ESTATE-

Two of the finest lots for double houses north. Corner business, 12 per cent. investment; \$2,000. Bargain in rental; \$1,400.

Customers for 6, 7, 8-room houses. What have you for sale? PRICE BROS. COMPANY, 530 Law Bldg.

## REAL ESTATE-

LOOK AT THIS! Interurban farms our specialty. Have thirty to offer you. All prices. On and near traction lines. Two to forty

> BARRETT INVESTMENT CO., 215 Law Bldg.

## FOR SALE-FARM.

REAL ESTATE-For sale or trade: 640-acre stock and grain farm; southern Indiana; 500 can be cultivated; 5 barns, stock scales; three houses; most of place is in grass, not run down, and splendid rail fences and water; purchaser must assum \$7,000, 5 per cent., incumbrance; balance will be accepted in good trade for rentals or other property; price, \$16,000; ask for plat and complete description. BARRETT INVESTMMENT

## FOR SALE-MISCELLANEOUS.

FOR SALE-Large fireproof safe; bargain if sold soon. 22 South Capitol av. FOR SALE-Good, six-hole, reservoir wood cook stove; \$10; cost \$25 two years ago. No. 2501 Talbott av. FOR SALE-Do you want a Remington or Smith Premier Typewriter (fully warranted) for \$40, in four monthly payments? If so, write, with stamp, MIDLAND SUPPLY CO., Elkhart, Ind.,

FOR SALE—You will find the most elegant showing of spring suits and top coats at Ruben's, and our prices are remarkably low, ranging from \$7.50 to \$17.50. A saving of \$5 to \$10 on every purchase. RUBEN'S, 39 W. Washington street. ington street.

FOR SALE-

#### A CARD LIKE THIS Every Sunday for one year costs but \$1.95 per month. The Journal want page is profitable to

REAL ESTATE-For sale: Special proposition; fruit and vegetable farm; 23 acres; 20 miles out on interurban; 2,000 bushels small fruit; unlimited amount of miscellaneous fruit and vegetables; income nets over \$2,000 per year; very highly imroad, and in 1863, when less than thirteen | proved; possession at once; price, 87,500. BARRETT INVESTMENT CO., No. 215 Law Bldg.

## FOR RENT-ROOMS.

FOR RENT-Storeroom; 38 South Meridian st. three floors and basement. See GEO. J. MAYER, 15 S. Meridian.

PERSONAL.

DR. R. G. RAYMOND'S Monthly Regulator has brought happiness to hundreds of anxious women. No pain, no danger, no interference with work; relief in 3 to 5 days. We have never known of a single failure. Mail orders promptly filled. Price \$2. DR. R. G. RAYMOND REM-EDY CO., ROOM 37, 84 ADAMS ST., CHICAGO,

## WANTED-MISCELLANEOUS.

WANTED-Have customer for 5 to 10 acres improved, close in on car line. Call quick. BARRETT INVESTMMENT

cents for each seven words or any part thereof.

VITAL STATISTICS—MAY 2.

Births.

Albert and Nellie Sheim, city, girl. Michael and Elizabeth Faust, city, girl. Frank and Mary Bernhardt, 2230 West Mich gan street, boy. Charles and Amelia Voinholt, city, boy, Carl and Louise Brandy, 926, Fremont, girl Evermont and Julia Woollen, 707 Sheffield, boy. E. M. and Emma Hayes, 430 Minerva, boy.

Marriage Licenses. Benjamin Kirkpatrick and Rillia Miller. Marion F. Scages and Elizabeth McLeroy. John B. Lafkin and Emily J. Kelley. Harry Beynon and Irene M. Patty. Porter B. Johnson and Lillian Buck. Joseph G. Tolbert and Ola Matthews. William S. Cox and Tennie B. Henry

Deaths.

Alber: De Long and Viola Abrams.

Daisy S. Keppie, 1501 Deleso, meningitis. Nancy Steward, 922 North California, seventy Johnson Rolla, city, apoplexy,

#### MONUMENTS.

MONUMENTS-A. DIENER, 449 E. Washington Tel. 2525. Branch works e. entrance Crown Hill MONUMENTS-M. H. FARRELL, 241 West Washington st. 'Phone, New 2418.

#### FUNERAL DIRECTORS.

C. E. KREGELO. Funeral Director, 'Phone 250. JOHNSON, HASSLER & GEORGE, 357 Massa-chusetts av. New 'Phone 962. Old, Main 1430. TUTEWILER & SON. Undertakers, 129 W. Market st. 'Phones 216 FRANK A. BLANCHARD, Undertaker, 153 N. Delaware st. Lady attendant. Both 'phones 411. FLANNER & BUCHANAN-320 N. Ill. st. Both Phones 641. Lady attends all calls for ladies and children. Automobile wagon insures prompt-

WANTED-MALE HELP.

WANTED-Doorman; about 26 years old; good opportunity for bright young man; one who can furnish references. Address Box 304, care the Journal.

#### WANTED-FEMALE HELP.

WANTED-Old feathers. 416 Mass. av. B. F. DUBOIS. Main 1428. WANTED-Canvassers; reliable house; good salary and commission. Address Box 303, care the WANTED-A lady of refinement to take charge of a genteel paying business. For particulars write JAPONIQUE TOILET CO., No. 334 Superior st., Toledo, O.

#### WANTED-SITUATION.

WANTED-By young and experienced position as nurse or companion to invalid. References. 284 Journal.

## LOST.

LOST-Orange and white setter bitch: has some hair worn off of hip and throat; reward for re-turn. No. 215 Law Bldg.

BUSINESS CHANCE.

BUSINESS CHANCE-We are able to offer the finest and most select

rooming house in the city at a bargain; 20 rooms; finest location in city; house absolutely. modern in every particular; finest furniture; a MONTGOMERY-MILLER CO., 501 Lemcke. BUSINESS CHANCE-For sale or trade:

640-acre stock and grain farm; southern Indiana; 500 can be cultivated; 5 barns, stock scales, three houses; most of place is in grass, not run down, and splendid rail fences and water; purchaser must assume \$7,000, 5 per cent., incumbrance; balance will be accepted in good trade for rentals or other property; price, \$16,000; ask for plat and complete de-

#### CO., No. 215 Law Bldg. FINANCIAL.

FOR SALE-First-class mortgages on real estate, payable in gold at 6 per cent. net to investor. FINANCIAL-LOANS-Money on mortgages. C. F. SAYLES & CO., 127 E. Market st.

NOTICE-Have the leaks in the tin and slate

work of your house repaired by JOSEPH GARDNER, 39 Kentucky av. Telephone 322. NOTICE-We want you to let us sell your business. We have buyers for rooming houses, business. We have buyers to business. We have buyers to business of all kinds.

MONTGOMERY-MILLER, CO., 501 Lemcke.

#### ASK YOUR GROCER FOR JOSEPH TAGGART'S PURITAN BREAD

are charge at the very low rate of 5 cents a line.

BERTERMANN BROS.

No. 241 Mass. av., 228 N. Del. st. Tel. 840.

STORAGE-Moving, \$1 per load, 'Phones 768. STORAGE-PACKING, HAULING HOGAN TRANSFER AND STORAGE CO. MAIN 'PHONES 675. EXTRA 'PHONES 670. STORAGE—The Union Transfer and Storage Company, corner East Ohio st. and Union tracks; only first-class storage solicited. Crating and packing. 'Phones 725.

STORAGE.

## ELECTRICAL ENGINEERS. F. W. BENNETT & CO., all kinds electrical work; low rates. 'Phone 3108. 111 N. Alabama

VETERINARY. VETERINARY-F. F. Jacobs, V. S. 'Phone 300

Residence 'phone 2568 UPHOLSTER.

UPHOLSTERER-B. F. M'CLELLAN, upholster er, repairer of all kinds of furniture. 120 Vir. FOR SALE OR TRADE.

REAL ESTATE-For sale or trade: Several small suburban farms, improved, to trade for city income property: BARRETT INVESTMENT CO.,

No. 215 Law Bldg. REAL ESTATE-For sale or trade: Scattered outside real estate trade for city equities; will give good deal. BARRETT INVESTMENT CO., No. 215 Law Bldg.

SEALED PROPOSALS.

## NOTICE TO BIDDERS.

The board of trustees of the Indiana Institution for the Education of the Blind, Indianapo-lis, Ind., will receive sealed proposals, until 12 o'clock noon June 8, for the plumbing, steam heating and electric wiring for the new dormi Plans and specifications are on file at the fice of Adolf Scherrer, architect, Indiana Trust building, Indianapolis.

The board reserves the right to reject any and all preposals or any part thereof. By order of the board of trustees.

## LEGAL ADVERTISEMENTS.

NOTICE OF APPOINTMENT. Notice is hereby given that the undersigned has duly qualified as administrator, with will annexed, of estate of Samuel S. Rumford, late of Marion county, Indiana, deceased. Said estate is supposed to be solvent.
No. 6311. JOSEPH W. RUMFORD.

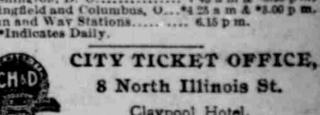
NOTICE OF APPOINTMENT. Notice is hereby given that the undersigned has duly qualified as administratrix of estate of Samuel M. Horine, late of Marion county, Indi-ana, deceased. Said estate is supposed to be NELLIE HORINE.

RAILROAD TIME CARD.

WEST BUUND-For Leave Indianapo ferre naute, Mattoon and St. 5 \*11.45 a m: \*3.25 p m \* 7.05 p m & "12.05 am Sf. Louis and Way Stations..... 7.26 a m. Terre Haute, Mattoon and Way. 5 00 p m. Lafayette, Kankakee and Chi- ; \*11.50 a m. \*8.50 p m / & \*12.10 a m. Kapkakee and way Stations .... 7.00 a m. Lafayette and Way Stations ... 5.15 p m. Colfax, Logansport and S. Bend. 7.00 a m & 5.15 pm. Bloomington and Peorla ......\*11.56 am & \*11.55 pm.

Peoria and Way Stations, Champaign and Way Stations ... 4 10 p m. EAST BOUND-For Cleveland, Buffalo...... Muncie and Fort Wayne ... 7.00 n m & 6.25 p m 8 00 a m Fort Wayne, Sundays, 7 00 a m & 11.30 a m.

Benton Harbor and Way Sta... Elkhart and Way Stations ... ...\*4.45 p m. 4\*8.45 n m; \*4.80 n m; Greensburg and Cincinnati. ) \*2.55 pm & \*6.20 pm. Louisville and North Vernon ... \*8.45 a ni & 2.55 p m. Cincinnati and way ..... 7.45 n m & 4.00 p m. Vashington, D. C., 7 45 a m & \*6.20 p m. Springfield and Columbus, U ... \*4 25 a m & \*8.00 p m.



Claypool Hotel. Leave Indianapolis.

\*4.00 a m \*8.05 a m

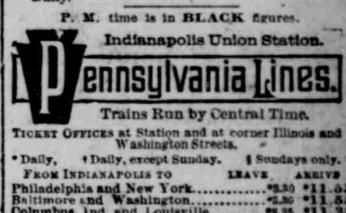
10.40 a m 8.00 p m

\*5.00 p m \*7.02 p m Cincinnati Express .... \*4.00 a m 10.40 a m 3.00 p to \*5.00 p min •7.02 p m \*4.00 a m 10.40 a m

MONON ROUTE City Ticket Office, 8 N. Illinois St., Claypool Hotel

8.35 pm \*12.55 a m chdale, Crawfordsville, Lafavette and Chicago ..... Monon (Ind.) Accommodation. \*4.00 p.m ......

Toledo, Detroit & Chicago Ltd. \*12:20 p.m. 2:25 p.m. Mich. City, Muncie & Laf. Spl. 7:20 p.m. 10:25 p.m.



Ind. and Louisville. Ind. & Madi burg and East, Phil., New York.

hil. and New York. "The Limited". \*6.50 leveland and Pittsburg and East ... 7.05 VANDALIA LINE.

CENTRAL INDIANA RAILWAY. West-bound Last-bound

a.m. a.m. p.m. p.m. a.m. a.m. p.m. p.m.

And'rs'n. 7:45 10:10 3:45 6:53 8:49 9:20 3:55 6:20

Noblesv 9:55 11:01 4:36 7:41 8:00 8:31 2:06 4:20

Westf'd 10:30 11:18 4:53 7:58 7:42 8:11 1:47 3:46

Leban'n 1:40 12:05 5:40 8:45 6:54 7:25 1:00 2:00

N. Ross. 3:00 ... 6:20 9:25 6:15 6:45 ... 11:46

Ledora 3:35 ... 6:35 s0:40 s6:00 6:30 ... 11:11

INDIANA UNION TRACTION COMPANY.

Indianapolis waiting rooms, ticket office and express office, 119 West Maryland street, Union 3:00 p. m. | Trains marked with 4:00 p. m. are limited and stop •5:10 p. m. only at larger towns.
6:00 p. m. Trains arrive at Indpls.
7:00 p. m. Limited on the half-hour, and accommoda-9:00 p. m. tion trains 20 mins, be-Running time of limited trains to Lafayette 2 hours and 30 mins. -Last Car for Lafayette at 9 p. m. Accommodation tra Frankfort at 11:30 p. m. 3 hours and 15 min.



LEAVE SEELBYVILLE 8.00 AK 6.00 " 9.00 12.00 m 9.00 4 1.00 PH 10.00 4 12.00 m'n

IND'P'LIS & EASTERN RAILWAY CO. GREENFIELD LINE. General Offices, Franklin Building. GEORGIA STREETS. For Richmond, New Castle and Intermediate tations cars leave at 6:55 a. m. and every two hours thereafter until 6:55 p. m. Above cars make direct connections for Dayton. Columbus, Newark, Lima, Marion and Cincin-

tions cars arrive at 7:15 a. m. and leave at 9:00 a. m. Also arrive at 2:10 p. m. and leave at 3:20 INDIANAPOLIS, COLUMBUS & SOUTH-ERN TRACTION COMPANY.

Through passenger cars leave Pennsylvania and Washington streets for Southport, Greenwood, Whiteland, Franklin, Amity, Edinburg, Taylorsville and Columbus. First car at 6 a. m. and every hour thereafter until 8 p. m. Through cars leave also at 10 and 11:15 p. m. At 9 p. m. a car leaves for Franklin and Intermediate points Combination passenger and express car leaves Georgia and Meridian streets for Greenwood only at 9:30 a. m. and 3:30 p. m. Cars run regularly every hour between Indianapolis and Columbus

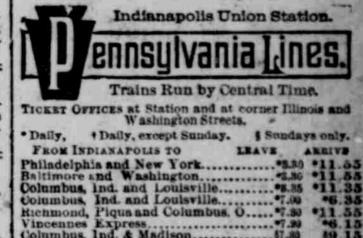
INDIANAPOLIS & MARTINSVILLE Waiting room and station, 47 Kentucky avenue First car leaves from in front of No. 47 Ken-tucky avenue for Martinsville and intermediate stations at 5:30 a. m. and every hour thereafter

Lynn and Way Stations ..... 6.15 pm. \*Indicates Daily.

7.30 a m •11.10 p m

Decatur and Springfield ..... 11.50 a m 11.50 a m \*11.10 pm uscola Accommedation.....

Leave Indianapolts \*7.00 a m s11.50 a m hicago Express Trains, via



hiladelphia and New York. Dayton and Springfield. pencer and French Lick. ittsburg and East ... columbus, Pittsburg and East.

cgansport and Chicago . . erre Haute acc ... The Capital express...

The Chicago and St. Louis express. 12.20 The St. Louis express...... Terre Haute and Effingham Acc Fast Mail Terre Haute and St. Louis, \*8.35

scription. BARRETT INVESTMENT W. S. PARKHURST, G. F. & P. A.,

·Limited trains. INDIANAPOLIS & NORTHWESTERN TRACTION COMPANY. General Offices, Lebanon, Ind.

12:00 noon 11:30 p. m. fore the hour. •2:10 p. m.

until 10 o'clock a. m. for delivery the same day to all points between Indianapolis and Frank-fort and until 6 p. m. for delivery to all points before 9 o'clock the next morning.

DIVISION LEAVE INDIANAPOLIS 6.30 7.80 6.30 10.30

For Greenfield, Knightstown and intermediate stations cars leave at 5:56 a. m. and each hour thereafter until 7:55 p. m. and 9:55 p. m. Cars leaving at 8:55 and 11:55 p. m. run only as far as Greenfield. Combination passenger and express cars leave at 5:55, 7:55 and 11:55 a. m. for Keightstown and 8:55 a. m. and 2:55 p. m. for Richmond. FREIGHT CARS. For Knightstown, Richmond and intermediate stations cars arrive at 7:15 a. m. and depart at 9:30 a. m. For Greenfield and intermediate sta-

on the half-hour mark until 6:30 p. m. The 7:30 p. m. car runs only to Mooresville, the 8:30 car runs to Martinsville and the next and last car leaves at 11:30 p. m., running to Martinsville. Leaving Martinsville for Indianapolis and Intermediate stations first car at 5:30 a: m. and every hour thereafter, on the thirty-minute mark, until 6:30 p. m. The 7:30 p. m. car runs only to Mooresville, and the 8:30 car to Indianapolis and he next and last car leaves at 10:30; running to Cars leave Mooresville for Indianapolis and Martinsville at 5:30 a. m. Express car arrives at Indiahapolis at 100 m. and departs at 12:00 m.; also arrives at 4:46